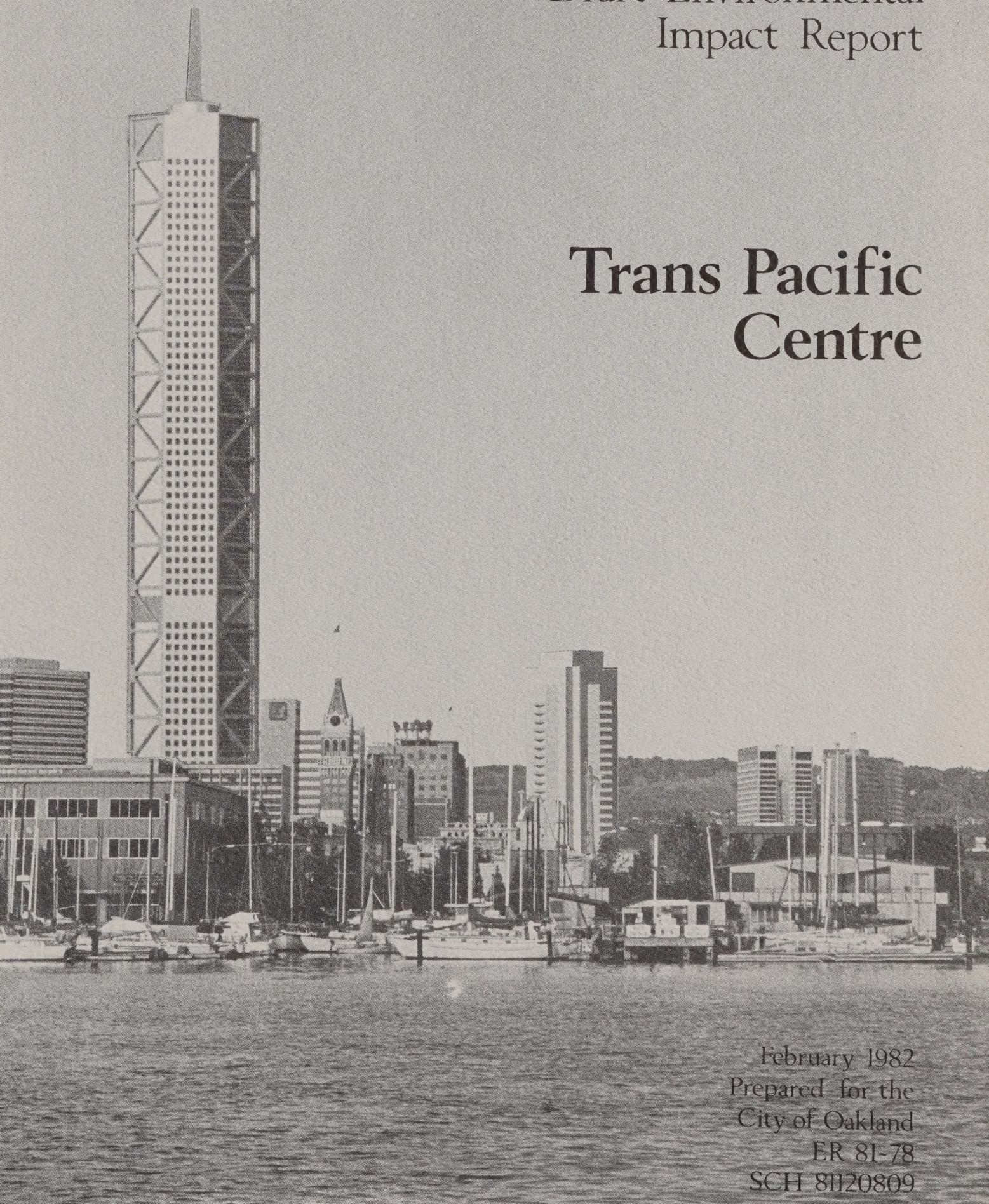


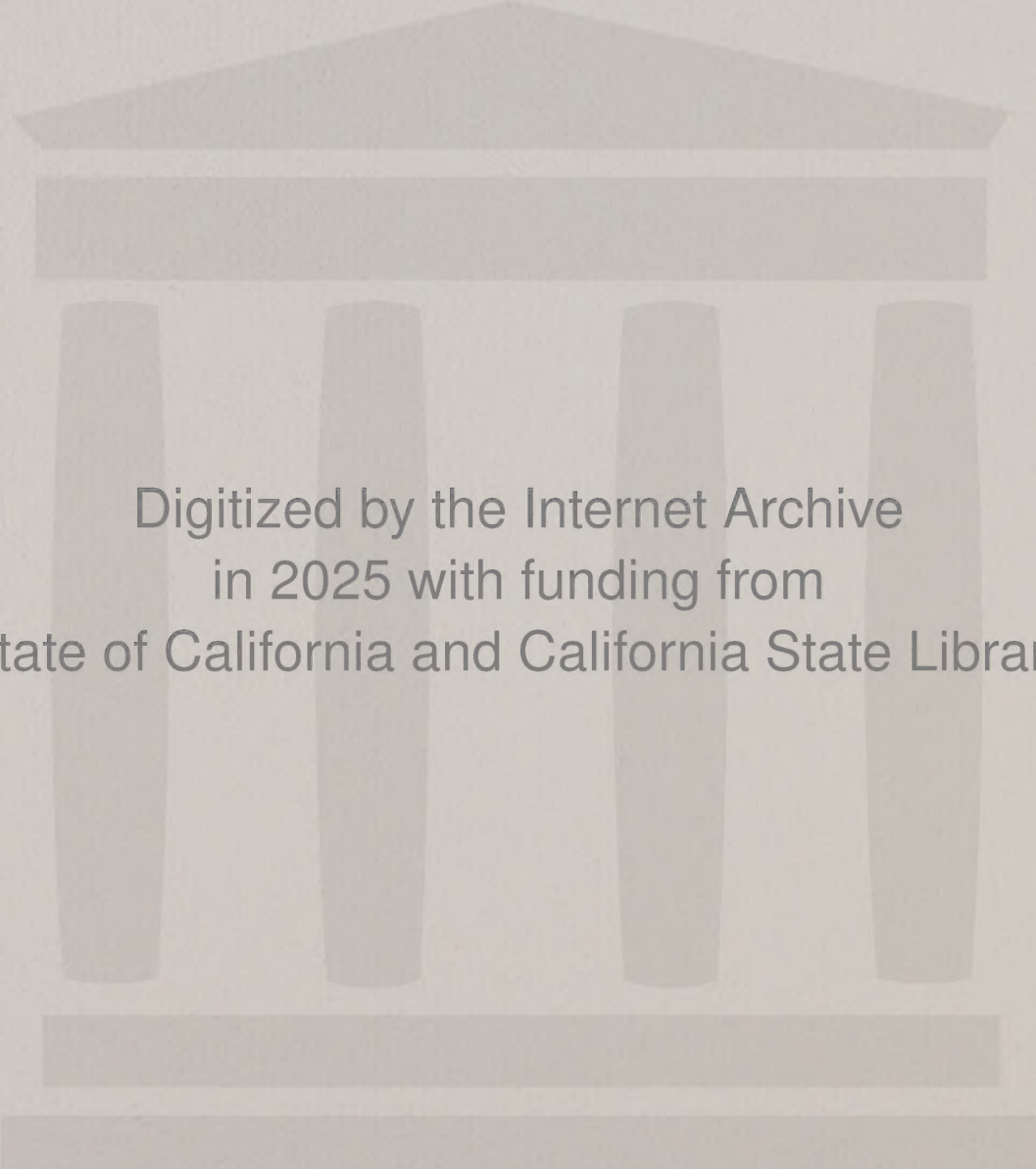


Draft Environmental Impact Report

Trans Pacific Centre



February 1982
Prepared for the
City of Oakland
ER 81-78
SCH 81120809



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ENVIRONMENTAL IMPACT PLANNING CORPORATION
319 Eleventh Street
San Francisco, California 94103
(415) 864-2311

DRAFT
ENVIRONMENTAL IMPACT REPORT
TRANS PACIFIC CENTRE
OAKLAND, CALIFORNIA

(EIP 81-117)
February 24, 1982

File No. ER 81-78
Ref. No. _____

City of Oakland
Oakland, California

DRAFT ENVIRONMENTAL IMPACT REPORT FOR:
Trans Pacific Centre Phase II
(Project name)
California Environmental Quality Act (CEQA)

SUMMARY

A. GENERAL INFORMATION

Project Title Trans Pacific Centre Phase II
Location Downtown Oakland, California
Project Sponsor Asian Holdings, Inc.
Address 1221 Broadway, Suite 820
Oakland, CA 94612

B. PROJECT DESCRIPTION:

See Section III, page 12

C. SUMMARY OF ENVIRONMENTAL CONSEQUENCES OF THE PROJECT:

See Section I, page 1

D. POSSIBLE MITIGATION MEASURES TO MINIMIZE ANY ADVERSE EFFECTS OF THE PROJECT:

Traffic & Transportation, see page 83
Air Quality, see page 99
Noise, see page 110
Visual Quality and Urban Design, see page 172
Shade and Shadow, see page 184
Community Services, see page 189
Energy, see page 205
Geology, Hydrology, and Seismicity, see page 213

E. AGENCIES, ORGANIZATIONS AND INDIVIDUALS CONSULTED:

See Section VIII, page 236

F. PUBLIC AGENCIES HAVING JURISDICTION BY LAW OVER THE PROJECT:

City of Oakland Planning Commission
City of Oakland, Redevelopment Agency

G. PRELIMINARY DRAFT EIR PREPARED BY:

Oakland City Planning Department
1421 Washington Street
Oakland, CA 94612

DATE COMPLETED: January 15, 1982

Report Supervisor: Willie Yee, Jr.
Associate Planner

Environmental Impact Planning Corp.
319 Eleventh Street
San Francisco, CA 94103

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I. SUMMARY

A. PROJECT DESCRIPTION

1. Location

The proposed project would be located in downtown Oakland, on 3 blocks of a 4-block square site bounded by Broadway, 11th Street, Webster Street and 9th Street.

2. Project Characteristics

The proposed project represents the second and final phase of Trans Pacific Centre. Three separate elements comprise the project: a high-rise office tower, 2 residential towers, and a parking structure for 2,000 automobiles. The 68-story tower (1,000 feet tall) would contain 1.5 million square feet of office space and be located on Broadway and 9th Street. The 30 story residential towers would contain a total of 400 units. They would be located on Webster Street at the 9th and 11th Street corners. The parking garage would have access from Franklin and Webster Streets. Completion of the 3 elements is scheduled for December 31, 1984 with an estimated cost of \$240 million.

3. History of the Project

The entire 4-block Trans Pacific Centre site comprises the Chinatown Project Action Area designated in the Oakland Central District Urban Renewal Plan. Asian Holdings, Inc., is the developer.

B. TRAFFIC AND TRANSPORTATION

1. Setting

The proposed Trans Pacific Centre would be served by 2 freeways, the Grove-Shafter (I-980) and the Nimitz (State Route 17). In the vicinity of the project almost all surface street intersections have stable flows during the P.M. peak hour except for the Webster/7th Street intersection, which experiences delays. The downtown street system will be changed with the completion of the Grove-Shafter Freeway and the City Center

Project. BART and AC Transit would serve the Trans Pacific Centre. Currently, on and off-street parking exists near the site.

2. Impacts

The proposed project would generate 4,690 evening hour person trips. Peak hour volume-to-capacity ratios at currently congested intersections (7th and Webster, 5th and Broadway) would be increased by 2% to 4%. All other street intersections would continue to operate at uncongested levels of service during the evening peak hour. Peak period load factors on AC Transit bus lines serving downtown Oakland would be increased by an average of 9%. On individual bus lines peak hour patronage load factors might exceed 1.25, but overall capacity would be less than demand. BART peak hour load factors would be increased by from 1% to 31%, depending upon the specific line considered. The load factors on some of the individual lines would exceed BART's service objective of 1.3 persons per seat. The proposed project would generate a demand for 3,560 parking spaces, of which 2,000 spaces would be provided on-site. Four hundred of these spaces would be reserved for project residents, leaving 1,600 spaces for employees and visitors. Parking demand would exceed supply of about 1,560 spaces.

3. Mitigation

Mitigation measures in the project design include off-street truck loading docks, grade-separated pedestrian circulation over Franklin Street, and a passenger loading zone on the east side of Broadway. Other recommended mitigation measures include street modifications to Webster Street at 7th Street, Madison Street at 12th and 10th Streets, Jackson Street between 11th and 7th Streets and Broadway at 5th Street. In addition, a transportation coordinator should be designated for the project to coordinate vanpool/carpool activities and oversee a staggered and/or flexible work hours program. Multiple-ride BART and AC Transit tickets should be sold on-site and bus stops adjacent to the site should be upgraded.

C. AIR QUALITY

1. Setting

Oakland, located on the east shore of San Francisco Bay, is exposed to marine air from the west. The air pollution potential of the Oakland area is moderate due to high average winds.

2. Impacts

Trucks and equipment associated with construction activity would generate pollutants. Earth-moving and grading would produce dust and suspended particulates. When complete, the building would emit exhaust gases at rooftop level, though the impact would be negligible. Emissions from automobile traffic generated by the project would be the major source of pollution, but projected carbon monoxide levels would not be sufficient to violate standards.

3. Mitigation

Watering to control dust on-site during construction would be done by the project sponsor. Measures aimed toward a reduction of traffic volumes and congestion would also reduce air quality impacts.

D. NOISE

1. Setting

In the vicinity of the proposed project, the major source of noise is street traffic. Jet aircraft are occasionally heard as well as train whistles from the direction of Highway 17.

2. Impacts

Increases in traffic as a result of the proposed project would raise noise levels along nearby streets. Along Franklin Street the increase in traffic noise would be about 3 dB, which would be just noticeable. The noise exposure of the housing towers would be higher than the acceptable limits. During construction certain activities such as pile-driving and use of impact wrenches would produce high noise levels.

3. Mitigation

In addition to mechanical ventilation, acoustically rated glass could be installed in residential units that are exposed to high street noise. By predrilling holes for pile-driving the noise level would be reduced. All equipment should be well maintained and muffled or shrouded to the greatest extent possible.

2. Impacts

The total project would consume an average of 247,500 gallons of water per day. EBMUD would be capable of supplying water as well as removing wastewater. Total generated solid waste (office and residential) would be about 2438 tons annually, which would be handled by the Oakland Scavenger Company. The proposed project would affect the types and frequencies of crimes which occur in the project area. For fire suppression, hydrant tests performed adjacent to the site should be sufficient power.

3. Mitigation

Paper recycling would be encouraged among office tenants. This, along with the use of a trash compactor, would significantly reduce the trash load. The Oakland Police Department has recommended specific security measures to be incorporated into the project design which they feel will minimize the potential for criminal activity on and around the project site. The project will be fully sprinklered and smoke detectors will be installed according to fire code.

J. ENERGY

1. Setting

Energy is currently consumed on-site by a residential hotel and several small businesses. PG&E would provide energy to the site.

2. Impacts

The proposed office tower's estimated monthly electrical consumption would be 1,700,000 kilowatt hours (kwh). Estimated daily natural gas consumption would be 43 BTU per square foot of interior floor areas. The annual energy consumption of the 2 residential structures would be around 5000 kwh of electricity and 800 therms of natural gas per residential unit.

3. Mitigation

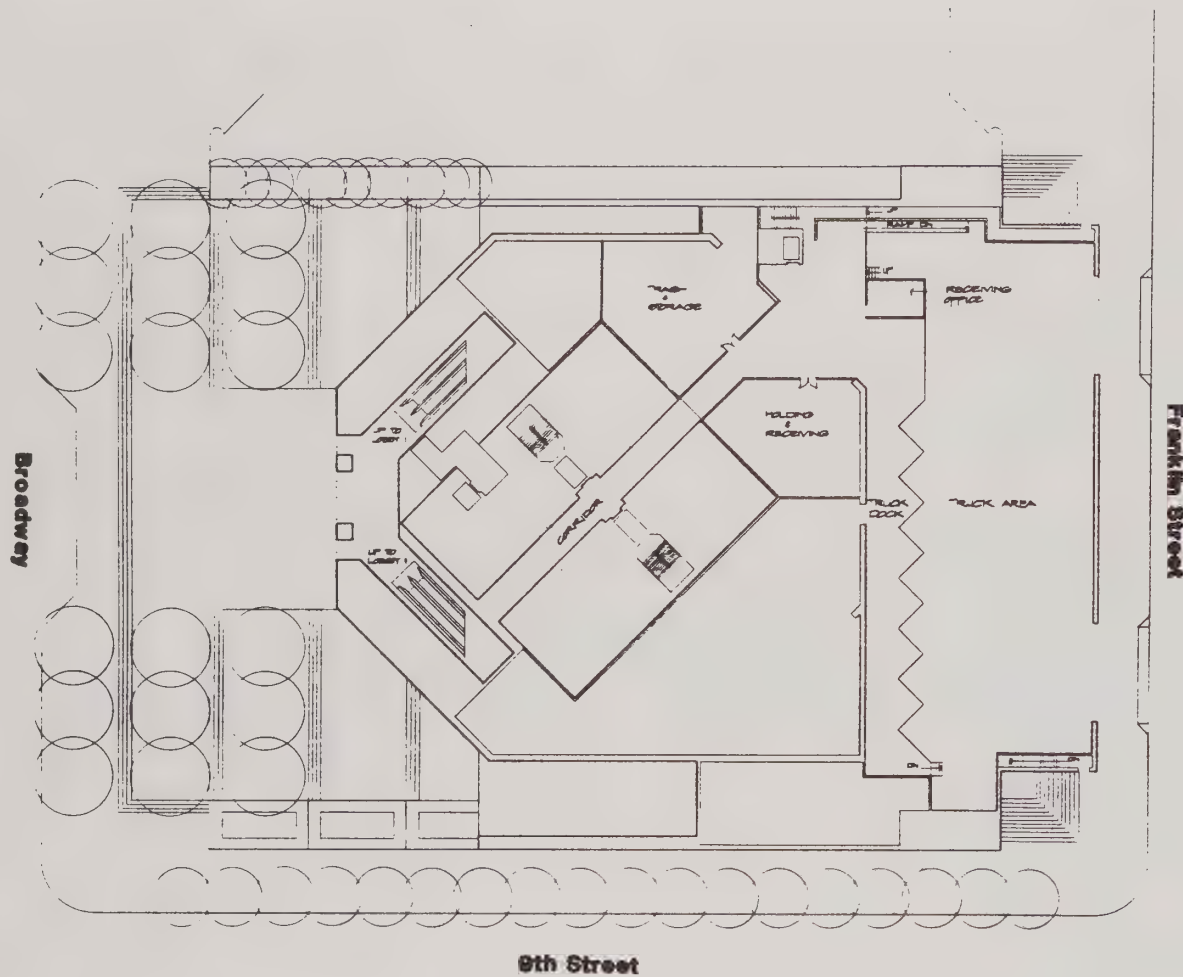
The proposed office tower would include energy-efficient lighting, floor-by-floor tenant metering, variable air volume air conditioning systems and an outside air/return air economizer cycle, features designed to save energy. Energy conservation measures would also be incorporated into the residential structures.

6. Alternative 5: Lower Housing Density in Lower Towers. In this alternative the housing provided would be reduced from the proposed 400 units to as few as 200 units, to be housed in structures similar to those of the proposed project but shorter. At the low end of the reduced density range the towers would rise 15 stories above their platform rather than 30 and the height would be 176 feet above the sidewalk grade rather than 326 feet.
7. Alternative 6: Building Program Incorporating Proposed Mitigation Measures. This alternative involves a building program incorporating mitigation measures proposed elsewhere in this report. The proposed office tower would be reduced from 68 to 45 stories, and the housing would be contained in a single 24-story structure running along the southern edge of the 9th Street block between Webster and Franklin Streets.

II. INTRODUCTION

This report is a focused Environmental Impact Report (EIR) prepared in compliance with the California Environmental Quality Act of 1970 (CEQA). The report has been focused, pursuant to Section 15080 of CEQA, on those items identified as potentially significant in the City of Oakland's Initial Study of the proposed project (see Appendix D).

The proposed project is Phase II of the Trans Pacific Centre, which is designated in Oakland's Central District Urban Renewal Plan as the Chinatown Project Action Area. The project sponsor is requesting approval for the development of a 1.5-million-square-foot office tower, 68 stories in height, 400 residential units and a 2000-car parking garage. This EIR is intended to enable the City of Oakland and local citizens to evaluate the project's effect on the environment, to examine and institute methods of mitigating adverse impacts should the project be approved, and to consider alternatives to the proposed project.



Office Tower Ground Level Plan

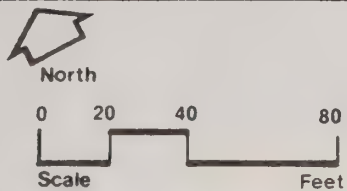


Figure No.6

IV. Environmental Setting, Impacts, and Mitigations

Table 3
BART PATRONAGE
1981 PM Peak Hour¹

<u>Location</u>	<u>Route/Direction</u>	<u>Seats</u>	<u>Passengers</u>	<u>Load Factor</u>
North of MacArthur Station	Daly City to Concord	4,169	5,813	1.39
	Daly City to Richmond	1,339	1,507	1.13
	Fremont to Richmond	1,498	1,256	0.84
South of Lake Merritt Station	Daly City to Fremont	2,959	3,768	1.27
	Richmond to Fremont	1,368	1,671	1.22
West of S.F. Civic Center Station	All routes to Daly City	6,199	5,946	0.96

¹ PM Peak hour on individual routes generally falls between 4:00 PM and 6:00 PM.

Source: "Representative Peak Weekday Load Factors for April-June 1981," BART Planning and Analysis, John Stamas.

IV. Environmental Setting, Impacts, and Mitigations

Table 4
ON-STREET PARKING INVENTORY

<u>Type of Parking</u>	<u>Number of Spaces</u>	<u>Percent Occupied</u>
All day	239	100%
Two hour	1,135	88%
One hour	84	75%
Half hour	<u>2</u>	<u>100%</u>
TOTAL	1,460	84%

Source: DKS Field Survey December 14 and 15, 1981.

IV. Environmental Setting, Impacts, and Mitigations

Table 5
TRIP GENERATION OF PROPOSED PROJECT

<u>Use</u>	<u>Amount</u> ¹	<u>Rate</u> ²	<u>Daily Person Trips</u>	<u>Peak Hour Percent</u>	<u>PM Peak Hour Person Trips</u>
Office	1,200,000 NSF	0.0175	21,000	20%	4,200
Commercial	52,000 NSF	0.0250	1,300	10%	130
Residential	400 Units	7.6	<u>3,000</u>	12%	<u>360</u>
TOTAL			25,300		4,690

¹ NSF = Net Square Feet Floor Area

² Office and commercial rates are daily person trip ends per net square foot floor area. Residential rate is daily person trip ends per occupied residential unit.

SOURCES:

ITE Trip Generation Manual, 2nd Edition, Institute of Transportation Engineers, 1979.

"Traffic Generation for Oakland City Center Project," Memorandum to Chow Low from Barton-Aschman Associates, August 31, 1976.

Table 6

PM PEAK HOUR MODE SPLIT AND DISTRIBUTION OF PROPOSED PROJECT TRIPS (1984)

<u>Mode</u>	<u>Destination</u>	<u>Percent</u>	<u>Person Trips</u>	<u>Auto Vehicle Trips</u>
Auto (52%)	Oakland	24.1%	590	530
	Central Contra Costa	26.4%	640	580
	Southbay	18.4%	450	400
	North-Eastbay	8.9%	220	190
	Alameda City	8.1%	200	170
	San Francisco	7.4%	180	160
	Berkeley	5.0%	120	110
	North-Westbay	1.7%	40	40
		100.0%	2,440	2,180
AC Transit (15%)	--	--	700	
BART (32%)	--	--	1,500	
Other (1%)	--	--	50	
Total (100%)	--	--	4,690	

SOURCE: DKS Associates.

Table 12A
PROJECTED PARKING DEMAND FOR TRANS PACIFIC CENTRE
(Demand and Supply Excludes Phase I)

<u>Use</u>	<u>Long Term</u>	<u>Short Term</u>	<u>Total</u>
Office	2,400	590	2,990
Commercial	40	70	110
Residential	<u>400</u>	<u>60</u>	<u>460</u>
TOTAL PARKING DEMAND	2,840	720	3,560

